

FRIDAY 08 MAY 2020
Day and date

Deck Log Book of NOMADIC MILDE

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | |
|------|------------------|-------------|-----------|---------------------------|--------------------------|-----------|-------|---------------|-------|-----------------|----------------|--------|----------------------|------------------------|------------------------------|---------------|--------------------------------|----------------------|-----------------------------|--|--|
| Time | Barometer hPa | Temperature | | Relative humidity % | Present Weather ww | Wind | | Sea- scale | Swell | Ground track | Correction for | | Var. or Gyro-A | Dev. or Sp. Err. | Course steered — Comp. | Helms- man | Magnetic compass heading | Log reading NM | Distance made good NM | | |
| | | Air °C | Sea °C | | | Direction | Force | | | | drift | leeway | | | | | | | | | |
| 0600 | 1002 | 19/18 | | 90 | 01 | SSE | 5 | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | |
| 1200 | 1002 | 20/19 | | 91 | 03 | SW | 5 | | | | | | | | | | | | | | |

NSL ALONGSIDE @ NEW ORLEANS USA
AVONDALE BERTH #2
P/S A/S #3+2+2 A=313
F=3.50 M=7.48 A=7.50 UKC=19.2

UKC: 18.8

Noon position latitude $\phi = 29^{\circ} 55.6' N$ longitude $\lambda = 090^{\circ} 11.16' W$ Time at sea d h min: + time river / port passage d h min
 Day's run = h min NM Day's average speed kn Total distance: NM; + distance river to berth NM
 Clock setting = -05 h 00 min Total time difference h min Distance left NM Voyage \emptyset speed km
 Chr. error at UTC 00 h 00 min 00 s daily rate min s Current: set and drift = ° NM
 Fuel consumption MGD = 4.10 t (tk:) Fuel balance: VLSTO = 138.59 MGD = 41.11

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | |
|------|------|-------|---|----|----|-----|---|---|----|----|----|----|----|----|----|----|----|----|----|--|--|
| 1400 | 1002 | | | | 03 | | | | | | | | | | | | | | | | |
| 1600 | 1002 | 20/19 | | 91 | 03 | NNE | 4 | | | | | | | | | | | | | | |
| 2100 | 1002 | 20/19 | | 91 | 03 | | | | | | | | | | | | | | | | |
| 2200 | 1002 | 20/19 | | 91 | 03 | | | | | | | | | | | | | | | | |
| 2300 | 1003 | 21/19 | | 82 | 03 | | | | | | | | | | | | | | | | |
| 2400 | 1004 | 21/19 | | 82 | 03 | | | | | | | | | | | | | | | | |

NSL @ ANCHOR AT KENNER BEND ANCH. F=74 A=80
 STAD 4 ON DECK PORT 3 IN WATER UKC 6.5 m

NSL AGROUND @ CYTAC INDUSTRIES TERMINAL
 KENNER BEND ANCHORAGE AREA
 NAV 7.17, 20, 21, 22 EIMG #06 #07

| No. | done | remarks | Signature | No. | done | remarks | Signature |
|-----|-------------------------------------|-------------------------------------|-----------|-----|--------------------------|---------|-----------|
| | <input checked="" type="checkbox"/> | NAV #02 FAMILIARIZATION WITH BRIDGE | | | <input type="checkbox"/> | | |
| | <input type="checkbox"/> | EQUIPMENT FOR NEW C/O CARRIED OUT | | | <input type="checkbox"/> | | |
| | <input checked="" type="checkbox"/> | HSGE #06 RISK ASSESSMENT FORM FOR | | | <input type="checkbox"/> | | |
| | <input type="checkbox"/> | RIVER PASSAGE CARRIED OUT | | | <input type="checkbox"/> | | |
| | <input type="checkbox"/> | | | | <input type="checkbox"/> | | |
| | <input type="checkbox"/> | | | | <input type="checkbox"/> | | |

Voyage No. 200273 from NEW ORLEANS, LA, USA towards _____

Charterer voyage No. 2002370003

in port / roads of NEW ORLEANS, LA, USA

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
|------------------------------|-------------|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|-----------------------------------------------------------------------------|----|------------|
| Look out | Roll period | NIPDES | Nautical remarks and entries according, national and international rules and regulations; measures taken in the interest of sea-worthiness; safety of life at sea; care of cargo, safety of the vessel and environmental protection. | Signature W.O. | Soundings of bilges/ empty tanks at _____ o'clock Compt. Port Stbd | | |
| 0500-0400 OS LABARELLO | | | 0200 - FINISHED W/ BARGE SCF 28001 0237 - CAST OFF SCF 28001 0238 - BARGE SCF 141215 ALONGSIDE 0338 - RESUME LOADING 1/2 | | | | |
| 0400-0800 | | | | | | | |
| 05 MINNES | | | 0600 - SAFETY & SECURITY WATCH MAINTAINED | | | | WHD TO 3/0 |
| 0800-1200 | | | | | | | |
| AB MASADO | | | 1000 - COMPLETION OF LOADING DECK & GANGWAY WATCH MAINTAINED. | | | | |
| | | | 1200 WAITING FOR PILOT SCHEDULE. | | | | WHD TO 2/6 |

Check of:

- Synchronized watches: YES Domestic water consumption _____ t; Wash water consumption _____ t; Total Ballast water _____ t/cbm
- Sound-signal equipment OK Domestic water balance 65 t; Wash water balance _____ t (tk: _____); Feedwater balance _____ t
- Smoke detecting device: OK
- Gas detecting device: OK Regulation lights exhibited from midnight till _____ from _____ till midnight
- Emergency battery: 28.0 v.
- Passenger vessels: _____
- aut. door lock deck main cross bulkheads: _____

Chief Mate _____

Master _____

| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
|-----------------|----|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----|----|----|
| | | | 1320 Bridge prepared a/p CR NAV 01, 04, 06, 08, 10, 20, 21, 22, 23. Steering gear tested as per SOLAS Ch. II Reg. 26. 1350 Coast off 140E Nagsman Light 103 | | | | |
| 05 CABARELLO | | | 1404 → 12 MILE POINT LIGHT 110, 1421 → BN PROVIDENCE LIGHT 1426 → 022° T x 0.12 OFF EAST JEFFERSON R. SEWAGE PLANT 1435 → BN GUY MANNORY LIGHT 1440 GPS = 29° 58.2' N T = 090° 15.2' W 1451 → BN CITY OF KENNER OUT FALL LIGHT / LIGHT 114 A 1504 GPS = 29° 58.1' N T = 090° 16.1' W 1506 → 170° T x 0.24 DAY LIGHT 114.7 1511 LET GO STBD | | | | |
| 1600-2000 | | | 1517 STOP & 50 IN THE WATER 1520 LET GO PORT & GPS = 29° 57.7' N T = 090° 16.72 W 1523 PORT & 30 IN THE WATER 1530 STOP & 40 ON DECK / VSL @ ANCHOR 1542 - PILOT OFF 1600 GPS = 29° 58.02' N T = 090° 16.70' W ANCHOR POS! FREQUENTLY CHECKED WHO TO C/O A/P NAV 07, 09, 17 | | | | |
| 05 MINNES | | | 1612 GPS = 29° 58.02' N λ = 090° 16.69 W 1626 GPS = 29° 58.02' N λ = 090° 16.70 W 1629 VSL started to swing on the cable. 1630 Called Captain. 1640 Called EE to start ME, called New Orleans Traffic for pilot. Received order not to heave up anchor, use only ME to maintain position. | | | | |
| 2000-2400 | | | 1645 ME started. Start manoeuvring. 1655 Strong anchor dragging 1655 Contact with Atlantic Venus in the Frame 75 area 1658 Received call from New Orleans, US Coast Guard informed on the telephone 1753 POS. 1855 Full Astern as per Pilot advise. 1858 Hit the berth. 1900 VSL aground a/p Pilot. | | | | |
| AB MASADO | | | | | | | |

Remarks

Dep. Cond. $D_f = 7.35$ $D_m = 8.00$ $D_a = 8.05$ 1327 - TEST CARRIED OUT A/P 33 CFR 164 NAVIGATION SAFETY & VESSEL INSPECTION REGULATION
 $P = 0.937$ ENG # 01 checklist performed.
 $G_H = 3.6 m$
 $SF = 65\%$
 $BM = 53\%$
 $D_{ypl} = 17526.8 MT$
 $FL = 65$
 $BI = 500.28 MI$
 $Cargo = 10780, 380 MI$
 $Roll period = 8.4 S$

¹ NIPDES (USA) A ship's watch must include visual monitoring of the water around and behind the vessel for visible sheens, dust, chemicals, abnormal discoloration or foaming, and other indicators of pollutants or constituents of concern originating from the vessel. Particular attention should be paid to deck runoff, ballast water, and bilgewater. If pollutants or constituents of concern are determined to be originating from the vessel, corrective actions must be initiated.